

## Panama Canal Regulations

## § 111.3

111.40 Operation of small craft and recreational vessels in Canal waters (Rule 40).

111.41 Lights; marking of pipeline laid in navigable waters (Rule 41).

AUTHORITY: Issued under authority of the President by 22 U.S.C. 3811; E.O. 12215, 45 FR 36043.

SOURCE: 48 FR 52704, Nov. 22, 1983, unless otherwise noted.

### Subpart A—General

#### § 111.1 Application (Rule 1).

The provisions of this part incorporate most of the Rules of the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) and the maneuvering and warning whistle signals of the Inland Navigational Rules Act of 1980, supplemented by rules of particular application in the Panama Canal and shall be applicable to vessels and seaplanes upon the navigable waters of the Canal operating areas, as the same are described in Annex A of the Agreement in Implementation of Article III of the Panama Canal Treaty of 1977, and as they are depicted on Attachment 1 to that Annex, between a line connecting the East Breakwater Light and West Breakwater Light at the Atlantic Entrance to the Canal in Limon Bay and a line passing through Channel Buoys 1 and 2 extended to the Canal boundary lines at the Pacific Entrance in Panama Bay, and in the Ports of Balboa and Cristobal. Where any naval or military vessel of special construction as certified by the Secretary of the Navy or the Secretary of Transportation in the case of Coast Guard vessels operating under the Transportation Department, or by a corresponding official of a state, other than the United States, shall by virtue of statute, convention or treaty, be exempted from compliance with the International Rules (72 COLREGS), such vessel shall similarly be exempted from compliance with any corresponding requirement under the provisions of this part.

#### § 111.2 Responsibility (Rule 2).

(a) Nothing in this part shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules

or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

(b) In construing and complying with this part due regard shall be had to all dangers of navigation and collision and to any special circumstance, including the limitations of the vessels involved, which may make a departure from this part necessary to avoid immediate danger.

#### § 111.3 General definitions (Rule 3).

For the purpose of this part, except where the context otherwise requires:

(a) The word *vessel* includes every description of water craft, including non-displacement craft and seaplanes, used or capable of being used as a means of transportation on water.

(b) The term *power-driven vessel* means any vessel propelled by machinery.

(c) The term *sailing vessel* means any vessel under sail provided that propelling machinery, if fitted, is not being used.

(d) The term *vessel engaged in fishing* means any vessel fishing with nets, lines, trawls or other fishing apparatus which restrict maneuverability, but does not include a vessel fishing with trolling lines or other fishing apparatus which do not restrict maneuverability.

(e) The word *seaplane* includes any aircraft designed to maneuver on the water.

(f) The term *vessel not under command* means a vessel which through some exceptional circumstance is unable to maneuver as required by this part and is therefore unable to keep out of the way of another vessel.

(g) The term *vessel restricted in her ability to maneuver* means a vessel which from the nature of her work is restricted in her ability to maneuver as required by this part and is therefore unable to keep out of the way of another vessel. The term *vessels restricted in their ability to maneuver* shall include but not be limited to:

(1) A vessel engaged in laying, servicing or picking up a navigation mark, submarine cable or pipeline;

(2) A vessel engaged in dredging, surveying or underwater operations;

(3) A vessel engaged in a towing operation such as severely restricts the towing vessel and her tow in their ability to deviate from their course.

(h) The word *under way* means that a vessel is not at anchor, or made fast to the shore, or aground.

(i) The words *length* and *breadth* of a vessel means her length overall and greatest breadth.

(j) Vessels shall be deemed to be in sight of one another only when one can be observed visually from the other.

(k) The term *restricted visibility* means any condition in which visibility is restricted by fog, mist, heavy rainstorms or any other similar causes.

(l) A *motorboat* means a power-driven vessel no more than 20 meters in length as measured from end to end over the deck.

## Subpart B—Steering and Sailing Rules

### CONDUCT OF VESSELS IN ANY CONDITION OF VISIBILITY

#### § 111.4 Application (Rule 4).

Sections 111.5 through 111.10 apply in any condition of visibility.

#### § 111.5 Lookout (Rule 5).

Every vessel shall at all times while under way in the Canal and adjacent waters maintain a proper lookout by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision. The person acting as lookout shall have no other assigned duties and shall report promptly all relevant and material information to the person in charge of the navigation of the vessel.

#### § 111.6 Safe speed (Rule 6).

Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions. In determining a safe speed the following factors shall be among those taken into account:

- (a) By all vessels:
- (1) The state of visibility;

(2) The traffic density including concentrations of small craft or any other vessels;

(3) The maneuverability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;

(4) At night the presence of background light such as from shore lights or from back scatter of her own lights;

(5) The state of wind, sea and current, and the proximity of navigational hazards;

(6) The draft in relation to the available depth of water.

(b) Additionally, by vessels with operational radar:

(1) The characteristics, efficiency and limitations of the radar equipment;

(2) Any constraints imposed by the radar range scale in use;

(3) The effect on radar detection of the sea state, weather and other sources of interference;

(4) The possibility that small vessels and other floating objects may not be detected by radar at an adequate range;

(5) The number, location and movement of vessels detected by radar;

(6) The more exact assessment of the visibility that may be possible when radar is used to determine the range of vessel or other objects in the vicinity.

(c) A vessel shall not exceed the speeds designated below, except in an emergency:

	Knots
Atlantic entrance to Gatun Locks .....	12
Gatun Lake in a 1,000-ft. channel .....	18
Gatun Lake in a 800-ft. channel .....	15
Gatun Lake in a 650-ft. channel .....	12
When rounding Buoy No. 17 in Gatun Reach northbound .....	10
Gaillard Cut, in the straight reaches .....	8
Gamboa: When passing reserve fleet basin, concrete dock, or floating crane berth; and when entering Gaillard Cut .....	6
When using a tug astern .....	6
Miraflores Locks to Buoy No. 14 .....	6
Buoy No. 14 to Pacific entrance .....	12

(d) A vessel in Panama Canal waters at locations other than those specified in paragraph (c) of this section, including Gatun Anchorage, Bohio Bend, Mamei Curve, Miraflores Lake, and in or near the locks, shall not exceed a speed that is safe under the existing circumstances and conditions, except in an emergency.